

E. E. TAYLOR
Steamer
Lighters and Steam Launches
Supplied.

ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY
Sole Agents for the
UNITED ASBESTOS COMPANY, LTD., LONDON.
DODWELL & CO., LIMITED,
General Managers.

NEW SERIES No. 1480. 日八廿月二年六十二緒光

WEDNESDAY, MARCH 28, 1900.

三拜禮

號八廿月三英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 12,000,000
CAPITAL UNCALLED 12,000,000
RESERVE FUND 7,000,000

Head Office—YOKOHAMA.
Branches and Agencies.

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.

SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.

TIENTSIN. NEWCHWANG.

LONDON BANKERS:

THE LONDON JOINT STOCK BANK, LTD.
PARKS' BANK, LTD.

THE UNION BANK OF LONDON, LTD.

HONGKONG AGENCY—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "

3 " 3 "

2 " 2 "

1 " 1 "

0 " 0 "

3 " 3 "

2 " 2 "

1 " 1 "

0 " 0 "

5 " 5 "

4 " 4 "

3 " 3 "

2 " 2 "

1 " 1 "

0 " 0 "

5 " 5 "

4 " 4 "

3 " 3 "

2 " 2 "

1 " 1 "

0 " 0 "

5 " 5 "

4 " 4 "

3 " 3 "

2 " 2 "

1 " 1 "

0 " 0 "

5 " 5 "

4 " 4 "

3 " 3 "

2 " 2 "

1 " 1 "

0 " 0 "

5 " 5 "

4 " 4 "

3 " 3 "

2 " 2 "

1 " 1 "

0 " 0 "

5 " 5 "

4 " 4 "

3 " 3 "

2 " 2 "

1 " 1 "

0 " 0 "

5 " 5 "

4 " 4 "

3 " 3 "

2 " 2 "

1 " 1 "

0 " 0 "

5 " 5 "

4 " 4 "

3 " 3 "

2 " 2 "

1 " 1 "

0 " 0 "

5 " 5 "

4 " 4 "

3 " 3 "

2 " 2 "

1 " 1 "

0 " 0 "

5 " 5 "

4 " 4 "

3 " 3 "

2 " 2 "

1 " 1 "

0 " 0 "

5 " 5 "

4 " 4 "

3 " 3 "

2 " 2 "

1 " 1 "

0 " 0 "

5 " 5 "

4 " 4 "

3 " 3 "

2 " 2 "

1 " 1 "

0 " 0 "

5 " 5 "

4 " 4 "

3 " 3 "

2 " 2 "

1 " 1 "

0 " 0 "

5 " 5 "

4 " 4 "

3 " 3 "

2 " 2 "

1 " 1 "

0 " 0 "

5 " 5 "

4 " 4 "

3 " 3 "

2 " 2 "

1 " 1 "

0 " 0 "

5 " 5 "

4 " 4 "

3 " 3 "

2 " 2 "

1 " 1 "

0 " 0 "

5 " 5 "

4 " 4 "

3 " 3 "

2 " 2 "

1 " 1 "

0 " 0 "

5 " 5 "

4 " 4 "

3 " 3 "

2 " 2 "

1 " 1 "

0 " 0 "

5 " 5 "

4 " 4 "

3 " 3 "

2 " 2 "

1 " 1 "

0 " 0 "

5 " 5 "

4 " 4 "

3 " 3 "

2 " 2 "

1 " 1 "

0 " 0 "

5 " 5 "

4 " 4 "

3 " 3 "

2 " 2 "

1 " 1 "

0 " 0 "

5 " 5 "

4 " 4 "

3 " 3 "

2 " 2 "

1 " 1 "

0 " 0 "

5 " 5 "

4 " 4 "

3 " 3 "

2 " 2 "

1 " 1 "

0 " 0 "

5 " 5 "

4 " 4 "

3 " 3 "

2 " 2 "

1 " 1 "

0 " 0 "

5 " 5 "

4 " 4 "

3 " 3 "

2 " 2 "

1 " 1 "

0 " 0 "

5 " 5 "

4 " 4 "

3 " 3 "

2 " 2 "

1 " 1 "

0 " 0 "

5 " 5 "

4 " 4 "

3 " 3 "

2 " 2 "

1 " 1 "

0 " 0 "

5 " 5 "

4 " 4 "

3 " 3 "

To-day's Advertisements.

TO TEACHERS.

HIBBERDINE'S ILLUSTRATED COMPOSITION SERIES

MAKES LESSONS A PLEASURE TO SCHOLARS.

To be obtained at:—

Messrs. KELLY & WALSH, Limited, Hongkong, Shanghai, Yokohama and Singapore.
Messrs. W. BREWER & Co., Hongkong and Shanghai.
Messrs. TSUIMAN KOK, Hongkong.
Messrs. MAN YU TONG, Hongkong.
Wholesale:—W. HIBBERDINE, 50, Queen's Road Central, Hongkong.

THEATRE ROYAL.

CITY HALL.

MR. HENRY DALLAS' SEASON.

LAST

TWO

NIGHTS,

TO-NIGHT! TO-NIGHT!!

"THE GEISHA."

TO-MORROW!

TO-MORROW!!

LAST NIGHT.

"A RUNAWAY

GIRL."

LAST NIGHT OF SEASON.

PLAN at ROBINSON PIANO CO.

Business Manager, B. HERMANN,
Hongkong, 28th March, 1900. [30th]

THE CHINA PROVIDENT LOAN AND
MORTGAGE COMPANY,
LIMITED.

NOTICE is hereby given that the SECOND
INSTALLMENT of \$5 per Share in
respect of the 50,000 New Shares who have
not already paid this Instalment are requested to
PAY the Amount of such CALL to the
Undersigned at the OFFICE of the Company,
No. 9, Praya Central, on or before the 30th
April, 1900.

Dated the 27th March, 1900.

SHEWAN, TOME & Co.,
General Managers.

407b]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAICHUNG".

Captain Davis will be despatched for the
above Port, on FRIDAY, the 30th instant,
at Daylight.

For Freight or Passage, apply to

DOUGLAS LA PRAIRIE & Co.,
General Managers.

Hongkong, 28th March, 1900. [30th]

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"MENMUIR".

Captain R. W. Almond, will be despatched for
the above Port, on SATURDAY, the 1st instant,
at 5 P.M.

The attention of Passengers is directed to this
steamer. She is fitted throughout with Electric
Light and is supplied with a Refrigerating
Chamber.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOME & Co.,
General Managers.

Hongkong, 28th March, 1900. [30th]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI

THE Company's Steamship

"SHANSLI".

Captain Cunningham, will be despatched as above
on MONDAY, the 2nd April.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 28th March, 1900. [30th]

NOTIFICATIONS.

AN APPEAL.

THE SUPERIORRESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APELLE, the Residents of
Hongkong and the Pest Ports, for their kind
patronage and support, and desires to state that she
will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Lin-
en's Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superiorress will also be most grateful
for any Books or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
how are taught by the Sisters.

Hongkong, 22nd April, 1900. [401]

NOTICE.

THE OFFICES of the "HONGKONG
TELEGRAPH" have, this Day been
removed to No. 50, QUEEN'S ROAD
CENTRAL, Second Floor, (the premises
formerly occupied by Messrs. POWELL & Co.)
to which address all communications should
be addressed.

ETH. F. SKERTCHLY,
Manager.

Hongkong, 1st May, 1899.

Intimation.

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

P O R T S.

(For Invalids and General Use.)

Per doz.
Case.

| | |
|--|---------|
| B.—VINTAGE, superior quality, | |
| Red Capsule..... | \$14.40 |
| C.—FINE OLD VINTAGE, super- ior quality, Black Seal Capsule..... | 16.20 |
| D.—VERY FINE OLD VINTAGE extra superior, Violet Capsule (Old Bottled)..... | 20.40 |

Port after removal should be rested
for a month before use. Wine re-
quired for drinking at once should be
ordered to be decanted at the Dis-
pensary before being sent out.
These Wines are too favourably
known to need comment.

Sample bottles and smaller quanti-
ties will be supplied at proportionate
wholesale rates.

We only guarantee our Wines and
Spirits to be genuine when bought
direct from us in the Colony or from
our authorized Agents at the Coast
Ports.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

HONGKONG, WEDNESDAY, MARCH 28, 1900.

NOTES AND COMMENTS.

CHINA AND THE POWERS.

The benefit of the display is lost and is made to
redound to the honour and glory of Chinese
prestige. In fact it has just the opposite
effect to that intended.

We shall anxiously await news of developments,
though we fear that the Chinese will
not allow much to leak out, for we have no
noted that whenever there happens to be trou-
ble up north the telegrams from our Tientsin
Correspondent are unaccountably delayed
and have sometimes arrived in such a mutilated
condition as to be practically unintelligible.
In the present instance it is only to be
expected that the Empress Dowager will sit
tight on the end of the wire and do all in her power to exercise a strict censor-
ship on all northern news, so all we can do
is to wait patiently. We advised our Tientsin
Correspondent to be on the alert three days
ago, but, so far, nothing has come of it, which
is doubtless to be attributed to a strict
censorship.

No. 6 of 1900, Inspector Lancelot Ernest Brett,
Inspector John James McMichael and Inspector
Charles Walter Brett to institute summary
proceedings before Magistrate against any
person contravening any of the provisions of
the Public Health Ordinance, No. 23 of 1887,
or any bye-law duly made under section 13
of such Ordinance, when so directed by the
Medical Officer of Health.

4. The Medical Officer of Health, pursuant
to notice, will move—

That advertisements be inserted in the English
and Chinese newspapers calling the attention
of owners of house-property in the Colony
to the requirements of section 7 of
Ordinance 34 of 1899 with regard to the pro-
vision of backyards for all existing domestic
buildings and to the fact that these backyards
must be provided before the first day of June, 1900.

AGENDA.

1. A reply re appointment of an Assistant
Medical Officer of Health.

2. Papers on Plague and Overcrowding.

3. Adjourned discussion of the Buildings on
Marine Lot 103, Praya Reclamation—laying
out yards and lane at back.

4. Two cases of Plague on ships at Rangoon.

5. Telegram from H.M.'s Consul at New-
chawng relative to the Plague at the place.

6. An application for exemption from lime-
washing.

7. Mortality Statistics for this Colony for the
weeks ended 10th and 17th March, 1900.

8. Mortality Returns from Macau for the
week ended 4th and 11th March, 1900.

9. Letter from Messrs. Leigh & Orange on
the application of section 7 (a) of Ordinance 34
of 1899.

10. Six applications to keep swine, and two
to keep cattle.

THE SIGN OF THE CROSS.

AT THE THEATRE ROYAL.

Last night the play of the age, "The Sign of the
Cross" by Wilson Barrett, was produced by Mr. Henry Dallas. As the piece was acted by the company several times last year in
Hongkong, the synopsis of the plot is well known to almost every one. The house was well filled, frequent and loud applause, testified that the audience were enjoying it. The part of Mercia, the Christian maiden, was taken by Miss Madge Grey, and might have been written for her alone, so well suited was she for it. Her annunciation was perfect, every word she uttered could be heard all through the house. At the conclusion of the 3rd act numerous trophes of flowers were handed to her from over the foot-lights.

Mr. Henry Dallas as Marcus Superbus, Prefect of Rome, was admirable in every way, but Mr. Dallas shines in whatever part he takes, whether grave or gay, so that it is impossible to say in which he distinguishes himself. His pleading with Nero, Mr. J. B. Ferrell, for the life of the maiden he loves, although she is a Christian and he a Pagan, is a fine piece of acting and was loudly applauded. It made one wish that Nero would relent and grant him his request.

Miss Muriel Alleyne, who took the part of the boy Stephanus, and suffered the tortures of the rack rather than tell the name of his Christian friends, was splendid in every way. In the final scene, where, in the dungeon of the Amphitheatre he is afraid to face the death before him, is very realistic indeed.

Miss Rosie Blair as Berenice was good, her jealousy of the Christian maiden who has won the love of Marcus which she herself craves for is well acted.

Miss Ethel Hardacre in the part of Poppaea (Empress of Rome) did not have much to do, but what she did was done well. We like her better in the part of Miss Ethel Carlton, in His Excellency the Governor, as that style of acting suits her better.

Miss Hettie Peel as Cyrene was very good, and her visit to Bernice, Miss Rosie Blair, to tell her of Marcus' infatuation for the Christian maiden was a well rehearsed effect.

Mr. J. B. Ferrell as Nero, the tyrant of olden times, was in capital form, his fear of being poisoned by those around him, shown by his making one of his attendants drink some of the wine before he touched it was admirably played. The other parts were all in able hands, and the scenery was in every respect a credit to the artist. Mr. W. H. Pulford, who also excelled in the rôle of the Governor, as that style of acting suits him best.

And now we will select a few types of small tube boilers, and I think the Thornycroft water tube boiler is the best illustration. Sketch No. 7 shows us one of the "Speedy Class," and consists of a central, upper separator, or drum and two smaller lower ones; these latter being fitted about the level of the fire bars, series of steam generating tubes of small diameter are fitted between the upper drum and each of the lower water drums. These tubes form practically the whole of the heating surface of the boiler, as the only other surface that could be exposed to flame is the steam collector which is protected at the lower part by a sheet iron casing in addition to the two inner rows of tubes being joggled at the top and bottom ends to form a wall through which the gases cannot pass except through passages left at the upper part of the lower part of the tubes. Similarly the outer boundaries of the boiler are formed by joggling the top and bottom ends of the two outer rows of tubes on either side in such a manner that the gases can only pass to the funnel through passages left at the upper part of the tubes.

This ensures the gases travelling the whole of the tubes' surface, as they must enter at the bottom and issue at the top. This boiler is essentially a priming boiler, not that the water leaves the boiler and passes to the engine, but, you will notice that the upper ends of all the tubes are above the water level and therefore owing to the good circulation the whole of the mixed water and steam from the generating tubes issues into the steam collector, and this constitutes it a priming boiler; another fact is that no water can be returned to the lower barrels by means of the generating tubes so that special return tubes are fitted exterior to the casing in order to ensure circulation, these tubes range from 5" to 12" in diameter and connect the steam collector to each of the lower water-barrels or drums.

The flame and gases traversing the tubes and emerging at the top on their way to the funnel cause a rapid circulation of water upwards through the generating tubes, some portion of which must be converted into steam.

The steam and water mixture on entering the steam collector impinges on separating plates which are split at the lower part and are formed like a jalouse or venetian at the lower part, the steam being separated out and the water discharged to the bottom of the collector; the separating plates also prevent, in the Thornycroft type, spray from entering the internal steam pipe, a light steel casing encloses the whole fabric, fitting close to the tubes at the sides and protected on the inside by asbestos board. At the base of the collector the casing is similarly protected, having an additional covering of sheet iron which is exposed to whatever flame passes to the funnel and, as in cases where bad stoking has occurred, flame has issued as much as ten feet above the funnels. You may think this iron would soon burn away; experience has shown that this is not the case. The thickness of the tubes in this class of boiler is 1/8 inch for 12" external diameter and are generally electro-galvanized on the outside, which shows up any defects the tubes may have.

The writer has seen this process in operation at the works of Messrs. Palmers, at Jarrow-on-Tyne, where a similar plant to that of the London Docks had recently been installed. In this class of boiler the casing is similarly protected, having an additional covering of sheet iron which is exposed to whatever flame passes to the funnel and, as in cases where bad stoking has occurred, flame has issued as much as ten feet above the funnels. You may think this iron would soon burn away; experience has shown that this is not the case.

The writer has seen this process in operation at the works of Messrs. Palmers, at Jarrow-on-Tyne, where a similar plant to that of the London Docks had recently been installed. In this class of boiler the casing is similarly protected, having an additional covering of sheet iron which is exposed to whatever flame passes to the funnel and, as in cases where bad stoking has occurred, flame has issued as much as ten feet above the funnels. You may think this iron would soon burn away; experience has shown that this is not the case.

The writer has seen this process in operation at the works of Messrs. Palmers, at Jarrow-on-Tyne, where a similar plant to that of the London Docks had recently been installed. In this class of boiler the casing is similarly protected, having an additional covering of sheet iron which is exposed to whatever flame passes to the funnel and, as in cases where bad stoking has occurred, flame has issued as much as ten feet above the funnels. You may think this iron would soon burn away; experience has shown that this is not the case.

The writer has seen this process in operation at the works of Messrs. Palmers, at Jarrow-on-Tyne, where a similar plant to that of the London Docks had recently been installed. In this class of boiler the casing is similarly protected, having an additional covering of sheet iron which is exposed to whatever flame passes to the funnel and, as in

or set up a prejudice against those types of steam generators, as I feel sure they have come to stay, and the present objections will be swept away, as quickly as those which obtained against the compound engine on its introduction. I claim no originality for anything herein contained, as my personal experience with water-tube boilers is not very great, but if we waited till someone with large experience came along to open our eyes on this subject, we may have to wait a very, very long time, and as I think they will be the boilers of the future it behoves us as engineers to make our selves conversant with their principles so that when they are introduced into the Marine we shall be quite at home with them, and if my paper has enabled any of you to form a clearer idea of the principles of the water-tube boiler and tends to an instructive discussion, I shall feel amply rewarded for my modest effort.

Mr. Wilkes retired amid loud applause.

The Chairman then rose and congratulated the lecturer on the able manner in which he had expounded the utility of the Water-tube Boiler, and expressed how entirely he coincided with Mr. Wilkes' views, undoubtedly the Water-tube Boiler strongly recommended itself on account of the small space required to get up steam, and the lightness of weight in the gear, in particular the type known as the "Belleville".

Mr. Bain stated that 20 years ago he had been in charge of a Water-tube Boiler and consequently was in a position to predict the suitability of the various types. The only objections he could see, now that they had advanced types in use, were the shape of the tubes would certainly handicap cleaning, and if any leakages took place there was a difficulty in "stopping" as the bend in the tubes would mean a lot of labour in getting at them. Also deterioration by corrosion offered a great danger. On the other hand too straight a tube encouraged "buckling".

Mr. Kirkwood stated that he had experienced this corrosion. Yet, he remarked, as a proof of the suitability of the Water-tube Boiler that the English and French lines were adopting the "Belleville" type, speed being the chief recommendation.

Mr. Murphy said he could not agree with the lecturer as to the utility of the "Belleville" boiler for the Mercantile service. Repair would cost a great deal as it was compared with the "Scotch" boiler. With reference to lightness he would compare the amount of water required to keep the boilers going, taking into account the loss of water entailed through evaporation. Also as to expense in coal he could quote an authenticated case where the S.S. *Ohio* used 18 tons of coal per day when steaming at a rate of 8 knots per hour. He certainly did not think the Mercantile service would adopt them on account of the expense.

Mr. Ford, R. N. Fleet Engineer, H.M.S. *Centurion* corroborated the lecturer in the facilities offered by the water-tube boiler in getting up steam at short notice. This was certainly a recommendation for use in the Navy. Of course, he continued, a man-of-war carried a very large staff of engineering men compared with a mercantile ship, a ship goes out on a three years' commission and the engine room artificers, acting under officers, in a very short time become fully acquainted with their machinery. It often happens that the officers know something about the machinery in their charge and the consequence is that the special type—fixture, of course, so far as they are concerned—is used to full advantage, whereas the Mercantile Engineer through change of ship, is not kept in proper touch with any special type of boiler. He thought that, before the water-tube boiler could with advantage be introduced into the Mercantile service a great modification would be necessary, namely the provision of a combustion chamber for economical purposes, and pressure of steam would have to be maintained with great saving.

The Chairman then said that owing to the late hour, further discussion would have to be postponed till Saturday fortnight. He thanked the lecturer for his paper and said that they all felt honoured by the presence of the Governor. It was very gracious of His Excellency to visit them.

His Excellency replied that it had pleased him very much to listen to such an interesting paper. He had not known much about water-tube boilers before, nor could he say that his knowledge had been increased, but his interest had been stimulated. It was a matter of pride to those of the Engineering profession that they should meet together for such healthy discussion on technical subjects.

The meeting was then brought to a close.

CORRESPONDENCE

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

AN APPEAL.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR,—Will you kindly allow me to make it known through your columns that Mr. H. E. Pollock has kindly consented to act as Hon. Secretary and Treasurer of the Missions to Seamen in this port, and that donations and subscription may be sent to him at his Chambers in Wyndham St., Old Magazines and Newspapers, for which we are always most grateful, may be sent to the "Star" Coffee House, or to the Institute in Kowloon. Thanking you in anticipation.

I am, Dear Sir,

Yours faithfully,

J. H. FRANCE,

Chaplain.

Hongkong, March 28th, 1900.

WAR NEWS BY W. E.

[From Our Exchanges.]

Public Rejoicings.

LONDON, March 3rd.

The Empire is wild with jubilation—from rioting in Belfast to fireworks in Montreal—felicitous messages being freely exchanged between the authorities and public bodies everywhere. The scenes here in London, on Thursday, were amazing. Crowds paraded the streets bared-headed, cheering and singing. The Bank of England staff assembled in the Governor's room and sang the National Anthem. The Stock Exchange had a holiday. On Thursday the rejoicings throughout the kingdom completely surpassed those of Tuesday, the nation preferring to celebrate the release from anxiety rather than vindictively to triumph over the fallen enemy. The public hardly recognises that Ladysmith was practically saved from the West, being too sympathetic over General Buller's defeat.

At Ladysmith.

General White's name is uppermost for having sustained the spirit of the garrison under worse conditions than were suspected. It transpires that the ammunition was running out, and another attack must have been met hand-to-hand. Twenty-one thousand people of all classes were on rations of half a pound of meat daily, supplemented by horse-meat. The medical supplies had been exhausted since the middle of January, and every patient who was regarded as doomed, was practically saved from the West, being too sympathetic over General Buller's defeat.

amount to 24 officers and 240 men; and, from disease, 6 officers and 350 men, exclusive of the white civil population.

A helio. message, announcing General Cronje's capitulation, however, heightened the spirits of the garrison magically. The arrival of General Dundonald, with his healthy Carabiners, sent the emaciated and pale defenders almost into hysteria. Women forded the river to meet them and press their hands, and moving scenes occurred in the streets. Tuesday's triple attack on the hills east of the Railway Hill on the way to Ladysmith was finely conducted. General Northcote was on the left, General Barton on the right, and Colonel Kitchener in the centre, in all extending over three miles, backed by guns on the northern slopes of Mounts Hlangwane and Monte Christo. Colonel Kitchener's men, emerging from cover, crossed 500 yards of open ground, halting and mustering close to the enemy's trenches, and then rushed the kopje with overwhelming impetus, scoring trench after trench. They then tackled the Railway Hill on the north, while Northcote's force climbed the south, and the trenches from which the Irish Brigade were repulsed four times on Friday with such terrible loss were now carried by force of numbers. A hundred Boers were afterwards buried on the spot.

Cronje's Surrender.

Lord Roberts describes the Canadian sally before daybreak on Tuesday as forming a highly important share in his operations. They crawled on their stomachs at dark to within 80 yards of General Cronje's laager-trenches without firing themselves, but drawing a murderous point-blank fusillade, while the Sappers prepared the trenches behind them to which they retired. The appearance of the first Gordons and second Shropshires, with bayonets fixed, spread panic in the enemy, and 150 Boers surrendered forthwith. Shortly a group of horsemen were perceived approaching Lord Roberts' sleeping wagon. The Seaforths formed a guard, and General Pretorius rode up, presenting a sunburnt greyhaired man in a tweed overcoat and felt hat with orange ribbon. The latter saluted the group and dismounted. Lord Roberts shook hands with him remarking, "I am glad to see you and glad to meet so brave a man." General Cronje was taciturn, and negotiated reluctantly. He was ushered into the tent and breakfast was provided, where, in the course of conversation, Colonel Albrecht pronounced the British tactics until Lord Roberts' arrival perfectly insane, even worse than General Cronje's laager blunders; but the behaviour of our soldiers he described as uniformly admirable. The laager is described as a Warren of burrowed holes for sheltering the women and children, who were unarmed but suffered great privations. The few British prisoners had been treated kindly, but there were 200 wounded fearfully neglected.

It is supposed that the big guns have been buried among the numerous graves. The food supplies were nearly spent. The stench of putrifying horses was frightful. The Boers willingly flung their rifles in heaps and waded into the river trouserless, joking and splashing in the water. They intensely admire the Highlanders, and were delighted at receiving permission to journey Capewards by Commandos under their own officers; but they upbraid General Cronje's cruelty. The women were amazed when the interpreters assured them they would be unharmed.

The suggestion that Majuba Day would be appropriate for the final attack originated with General MacDonald, who is improving rapidly. Much is expected now that Colonel Kitchener has arrived at Arundel. His self-sacrifice throughout is the theme of general admiration.

Ladysmith.
CALCUTTA, 5th March.
An Indian Daily News Special from London, dated March 4th, states that Sir George, a White, in a speech after the arrival of Lord Dundonald and his relieving force, said, "It hurt me terribly when I was compelled to cut down the rations, but, thank God, we've kept our flag flying."

Escape from Pretoria.
It is reported that Captain Haldane, of the Gordon Highlanders, and Lieut. Le Mesurier, of the Dublin Fusiliers, have escaped from Pretoria.

Pro-Boers at Exeter Hall.

A pro-Boer meeting was held in Exeter Hall, with extreme bad taste and no little danger, in the midst of the rejoicing on the relief of Ladysmith. The populace was very indignant, and made repeated attempts to storm the building. After a great deal of trouble, the police finally succeeded in repelling the crowd.

Irish Guards.

In the House of Commons, to-night, Mr. Balfour said that the proposal to create Irish Guards will be submitted to the Queen, who will doubtless consider it favourably.

Mr. John Redmond said the Irish people were gratified at the Army Order respecting the wearing of the Shamrock, and will treat with respect their venerable Sovereign; but, despite chivalrous Irish hospitality, it must not be taken to mean any abatement of the National demands.

THE PHILIPPINES QUESTION.

The Spanish Government having made representations to Washington that some of the islands to the South of the Philippines of which United States gunboats have taken possession are really the property of Spain. The State Department has decided to direct the withdrawal of the American claims to the islands of Cagayan Sulu and Sibut, both of which are outside the boundaries agreed upon in the Treaty signed at Paris.

A Madrid telegram states that the Court

Martial before which General Monet and Colonel Francia have been tried for the abandonment of Macabebé in the Philippines during the war with the United States has acquitted both officers.

In the Senate, on 16th inst., Mr. McEntee opposing expansion said: "Throughout our possession of the Philippines, I see sure that complications will result with France, Austria, Germany, and Russia, and we shall be forced to seek an alliance with our kinsmen the Iリ-ans."

RUSSIA AND PERSIA.

The unrelaxing continuity of Russian foreign policy in the pursuit of national aims is in strange contrast with the fitful and intermittent character of that of England, swayed back and forward by the varying currents of party exigencies. In the rejoicing of the German press over the defeat of England, there is an under-current of alarm at what is really an menace to the recently aroused ambitions of Germany in the East, and a veiled warning is addressed to Russia in the hope expressed by the Rhenish organ that her achievement may have the advantage of inducing her to withdraw her eyes from Asia Minor: in any case, she will not be able to oppose German influence with success."

Central Asia, as Berlin is never weary of preaching to her, is her true field of activity, and its concentration in this direction would, she is told, effect a peaceful segregation of her interests from those of Germany: An advance on the road to India via Herat and Candahar would obviously be regarded on the Rhine and the Spree as a much more desirable outlook for Muscovite ambition than one which brings within its purview a region bordering on those tapped by the Baghdad Railway. The conclusion of the financial agreement between Russia and Persia is but one symptom of the activity of the former in this portion of Asia. As long ago as September, 1898, a correspondent of the *Morning Post* gave full particulars, illustrated by a sketch-map, of a railway concession held by Russia from the Government of the SHAN, analogous to that concluded with China for the construction of the Manchurian line. The railway projected, and according to this informant actually surveyed, branches off from the Trans-Caspian line at Askabad, and traversing Khorasan and Eastern Persia finds its outlet at Bunder Abbas on the Persian Gulf, after sending off a branch to the frontier of Seistan on its way. Such a line would not only confer on Russia all the commercial advantages derived from a connection between her own Trans-Caspian territory and a port in Southern Persia but would also have immense strategic importance from its command of a flank line of advance on Herat and India. Two main roads leading from the former city cut the proposed track at a distance of 80 miles from the Afghan fortress so that it would be liable to attack from this side as well as from that of the Pindjeh oasis. The extension to Seistan, again, gives easy access to the Valley of the Helmand and to the roads leading to Kandahar, as well as to a newly constructed trade route from Cuetta to Seistan via Kelat. By this route the enemy could march on the Indian frontier through Beluchistan with the use of all the facilities of watering and camping at stations provided for caravans by the Government of India. The passes of the Himalayas would be completely turned by it, and the projected line, bringing Russia 300 miles nearer to Herat, would give proportional increase to her offensive power both against Afghanistan and India.

A RATTLING COMPLIMENT.

Stories of his leading forlorn hopes and of his gallantry in Burma, India, and the Crimea were told in every tent and round every camp fire, and in some cases exaggerated, as only a Canadian Volunteer can exaggerate. For, at a parade, a Yankee in the crowd looking on pointed out Colonel Wolseley to a friend, with the remark: "Do you see that officer over there with the cocked hat?" Wall! that's the commanding officer; and they tell me that he has so many bullets in him that if you'd shake him he'd rattle!"

SHIPPING REPORTS.

Capt. G. H. Bowker, of the steamship *Chrysanthemum*, from Shanghai, via Swatow, reports—Fresh N.E. winds and overcast rainy weather.

Captain T. Ogata, of the steamship *Maidzuru Maru*, from Swatow, reports—Moderate breeze, overcast weather, slight rain, and slight sea on.

Captain W. Davis, of the steamship *Haiching*, from Foochow, Amoy and Swatow, reports—Light to moderate monsoon with rain or fog at times. Vessels in Swatow—*Chrysanthemum*, *Kuikiang*, *Tufuan*, *Kansu*, and *Tsingtao*.

Captain J. Carnahan, of the steamship *Shanxi*, from Tientsin, reports—Taku to Turnabout had light to moderate N.E. winds and dull cloudy weather, thence to port strong to moderate N.E. winds and moderate sea, with dull cloudy weather.

NOT ANDA.

CALENDAR.

MARCH.

Meteorological means based on ten years' observations to 1893.

Barometer 30.141
Thermometer 57.3
Humidity 79.0
Rainfall 1.76

TODAY.

WEATHER REPORT.

On date at 10 a.m. On date at 4 p.m.
Barometer 30.17 30.06
Temperature 63 63
Humidity 60 74
Rainfall 0.08 —

TODAY.

WEATHER REPORT.

Wednesday, 28th March, 1900.
Chinese—28th of 2nd moon of 26th year of Kuan-kuang.

Sun—Rises 5hr. 58min. Set—

High water—Morning 6hr. 54min.

Afternoon 7hr. 53min.

Low water—Morning 9hr. 52min.

Afternoon 10hr. 51min.

PASSED THE CANAL.

Outward—13th March—Japan, Bumberg, Glinshel, Konigsberg, Ptinguey, Lesbury, 16th Mar.—Ernest Simon, *Hakata Maru*, *Idomatsu*, *S*.

Stratford, *Manila*, *Mojo* 23rd Mar., General—Nippon Yusen Kaisha.

TAISANG, British steamer, 1,544, W. E. Kent, *Jardine, Matheson & Co.*

CHOYANG, British str., 1,940, G. H. Bowker, 28th Mar.—Shanghai, 23rd Mar., General—*Jardine, Matheson & Co.*

HATING, French steamer, 705, Bast, 28th Mar., General—*A. R. Marti*.

SIANSHI, British steamer, 1,250, Carnaghan, 28th Mar.—Tien-tien, 22nd Mar., General—*Butterfield & Swire*.

HAI-CHING, British steamer, 1,267, W. Davis, 28th Mar., Foochow 25th Mar., Annoy 26th, and Swatow 27th, General—*Douglas, Lapraik & Co.*

ROSETTA, British steamer, 2,039, C. C. Talbot, R.N.R., 28th Mar.—Yokohama 21st Mar., Mails and General—*P. & O. S. N. Co.*

PETROPAVLOVSK, Russian cruiser, 12,000, Greyais, 28th Mar., Singapore 23rd Mar.

MAUDZURI MARU, Japanese steamer, 667, T. Ogata, 28th Mar., Swatow 27th Mar., General—*Mitsui Ijisan Kaisha*.

Cleavances at the Harbour Office.

Hano, French str., for Haiphong.

Koungnam, British str., for Canton.

Nerit, British str., for Shanghai.

Kachidate Maru, Japanese str., for Kuchinotzu.

Ariake Maru, Japanese str., for Kuchinotzu.

Haitoung, British str., for Swatow.

Chelydra, British str., for Singapore.

Kwai Lun, British steam-launch, for Macao.

Entertainment.

MR. ALEC MARSH
(Late PRINCIPAL BARITONE OF THE ROYAL
CARL ROSA OPERA CO., THE ROYAL
ITALIAN OPERA, Covent Garden;
ROYAL CHORAL SOCIETY,
and the Principal London and Provincial
Concerts)

begs to announce that he will give a
GRAND EVENING
CONCERT,

Under the Patronage of
His Excellency Sir HENRY BLAKE, G.C.M.G.,
and Lady BLAKE.

TUESDAY, the 3rd April, 1900,
at 9 P.M.,
in the
ST. GEORGE'S HALL,

Mr. MARSH will have the kind Assistance of
Mr. A. G. WARD, and several well-known
Local Amateurs.

PRICES \$3 & \$1

Box Plan and Tickets at the ROBINSON
PIANO CO.

Further Particulars Later.

Hongkong, 27th March, 1900. [396b]

Notice of Items.

HONGKONG & SHANGHAI BANKING
CORPORATION.

DURING the TEMPORARY ABSENCE
of Sir THOMAS JACKSON from Hongkong,
Mr. H. M. BEVIS has been appointed ACTING
CHIEF MANAGER.

N. A. SIEBS,
Chairman,
Board of Directors.
Hongkong, 26th March, 1900. [392b]

NOTICE.

DURING my ABSENCE from the Colony
Mr. A. M. MARSHALL will be in charge
of the Company's Affairs at this Agency.

H. A. RITCHIE,
Superintendent.

Hongkong, 26th March, 1900. [395b]

NOTICE.

I HAVE This Day admitted my brother Mr.
MURRAY STEWART, to a PARTNERSHIP
in my Business.

GERSHOM STEWART.

Hongkong, 26th March, 1900. [393b]

NOTICE.

THE Business hitherto conducted under the
Name of ANTON & STEWART will in
future be carried on under the Name of
STEWART BROS.

Hongkong, 26th March, 1900. [394b]

Intimations.

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY,
LIMITED.

NOTICE is hereby given that at a Meeting
of the Board of Directors of the above
Company, held at the Registered Office of the
Company, Queen's Road Central, Victoria,
Hongkong, on Tuesday, the Twenty Seventh
day of March, 1900, the following RESOLU-
TION were passed.

1.—That in pursuance of the Provisions of
the Special Resolution passed at an
Extraordinary General Meeting of the
Company held on the 7th and confirmed on the 27th March instant, and
since duly registered, the Sum of
\$1,250,000 will be withdrawn from the
Reserve Fund and be carried as of the
2nd July next, to the Credit of Capital
Account, each Share being credited with
a Sum of \$25 as paid up thereon, in
addition to the Sum of \$50 now standing
to the credit of each Share.

2.—That the Balance of \$25 per Share of the
Unpaid Capital of the Company be
called up, and that a CALL be and is
hereby made of \$25 per Share upon all
Shares of the Company, and that the
Shareholders be requested to pay the
same to the Company's Bankers, the
Hongkong and Shanghai Banking Cor-
poration, at their Premises, Queen's
Road Central, on or before the 2nd day
of July, A.D. 1900.

Shareholders are hereby requested to pay
according.

And Notice is also given that, in accordance
with Article 34 of the Company's Articles of
Association, interest will be charged as from
the said 2nd day of July, 1900, at the Rate of
\$12 per cent. per annum, upon all Calls re-
maining unpaid after the 9th day of July,
1900, up to the actual dates of payment of the
same.

By Order of the Board,
A. SHELTON HOOVER,
Secretary.

Hongkong, 27th March, 1900. [403b]

SOUTH AFRICAN WAR.

SAILORS AND SOLDIERS FAMILIES' FUND.

His EXCELLENCY SIR HENRY A.
BLAKE, G.C.M.G., will be glad to
MEET the Subscribers to the above Fund at
the COUNCIL CHAMBER, on SATURDAY, the
31st instant, at NOON, when Final Statement
will be produced, and the Committee formally
dissolved.

By Order,
T. JACKSON,
Hon. Treasurer.

Hongkong, 26th March, 1900.

ANNOUNCE.

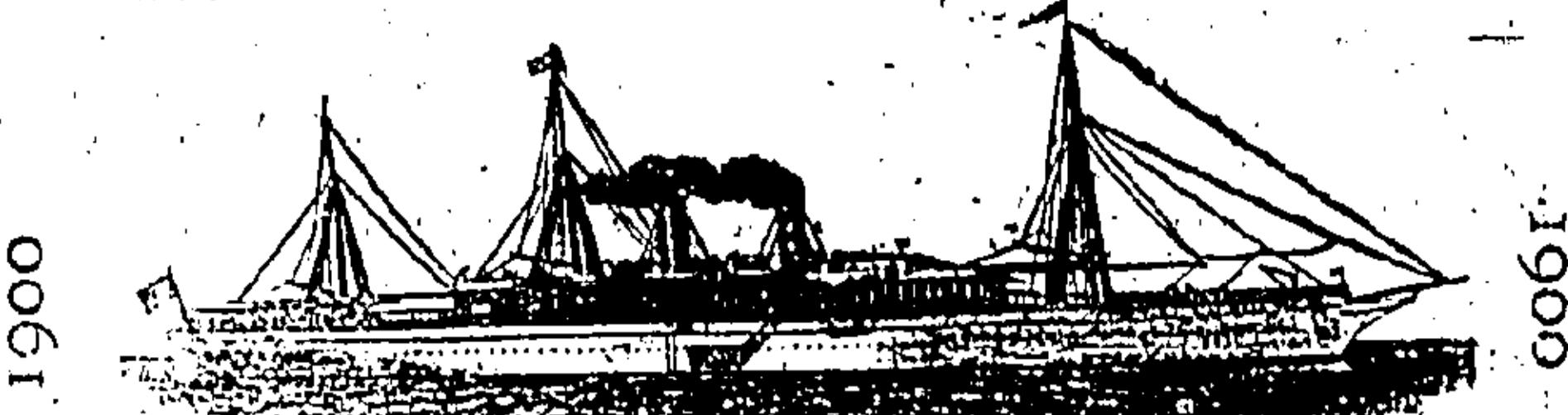
A commission soussignée, chargée par le
gouvernement de Macao de procéder à
l'acquisition d'une drague, un renisseur et
deux chalands pour le port de Macao, rend
public que, pour la fourniture de ce matériel, il
est ouvert concours pendant 120 jours à partir
de la date de cette annonce, et que les conditions
pour le concours peuvent être examinées
dans la Direction des travaux publics à
Macao, et dans les consulats du Portugal à
Hongkong, Shanghai et Saigon.

Les propositions avec les desss. respectifs
et les spécifications d'accord avec les conditions
doivent être adressées au "President de la
commission des travaux du port de Macao,"
par lequel elles seront seulement reçues
jusqu'au 22 Juillet de cette année.

Macao, le 24 Mars 1900.—Augusto Cesar
d'Abreu Nunes, directeur des travaux publics.—
Antonio Tadeu da Costa Silva, capi-
taine du port.—João Augusto de Fontes Pereira
de Mello, capitaine de corvette.—Arthur Ta-
magnin Barbosa, inspecteur des finances.—
José Maria Lopes, mechanician des finances.

Hongkong, 26th March, 1900. [397b]

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R., WEDNESDAY, 4th April.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 25th April.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 16th May.

THE magnificient Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a week in the Trans-Pacific journey, and
make a connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent from
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURIA of ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
100 Queen's Street.

Hongkong, 14th March, 1900. [393b]

NORTHERN PACIFIC
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Olympia 1,287 | J. Truebridge | Mar. 31

Silk 2,747 | J. Rowley | April 14

Glenogle 3,750 | W. Frakes | April 24

Queen Adelaide 2,832 | F. McNair | May 5

ALSO

FOR PORTLAND, OREGON,
IN CONNECTION WITH

OREGON RAILROAD AND NAVI-
GATION COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Olympia 1,287 | J. Truebridge | Mar. 31

Silk 2,747 | J. Rowley | April 14

Glenogle 3,750 | W. Frakes | April 24

Queen Adelaide 2,832 | F. McNair | May 5

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, ADEN,
EGYPT, MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.)

THE Steamship.

"PARRAMATTA."

Captain A. Symons, carrying Her Majesty's
Yacht, will be despatched from this Port for
MARSEILLES and LONDON (DIRECT),
on SATURDAY, the 31st instant, at Noon,
taking Passengers and Cargo for the above
Ports.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 17th March, 1900. [393b]

THE OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA
AND EUROPE;

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai),

Nagasaki, Kobe, In-
land Sea, Yokohama | Thursday, 5th April,
at Noon, and Honolulu

Gaelic (via Shanghai),

Nagasaki, Kobe, In-
land Sea, Yokohama | Tuesday, 1st May,
at Noon, and Honolulu

Doric (via Shanghai),

Nagasaki, Kobe, In-
land Sea, Yokohama | Wednesday, 23rd May,
at Noon, and Honolulu

THE Company's Steamship

"COPTIC."

will be despatched for SAN FRANCISCO, via

SHANGHAI, NAGASAKI, KOBE, IN-

LAND SEA, YOKOHAMA & HONOLULU,

on THURSDAY, the 6th April, at Noon,

taking Freight and Passengers for Japan, the
United States, and Europe.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at HONO-

LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to England,

France and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of

the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail

Routes from San Francisco including the

SOUTHERN PACIFIC, CENTRAL PACI-

FIC, UNITED PACIFIC, DENVER and

RIO GRANDE, and NORTHERN PACIFIC

RAILWAY; also the CANADIAN PACIFIC

RAILWAY on payment of £4 in addition to the
regular tariff rate.

Passengers holding orders for OVERLAND

CITIES in the United States have between

SAN FRANCISCO and CHICAGO, the
option of the SOUTHERN PACIFIC,

CENTRAL PACIFIC, UNION PACIFIC,

DENVER and RIO GRANDE, and other
lines connecting Railways and from Chicago
to destination the choice of direct lines.

Particulars of the various routes can be had
on application

LATE TELEGRAMS.

[From Our Exchangers.]

The Mansion House Famine Fund.

LONDON, March 3rd.

The following contributions are announced to the Mansion House Famine Fund.—The Merchants' Company, The Grocers' Company, Messrs. Barclay & Co., and Messrs. Morgan & Co., £500 each; Messrs. Henry S. King & Co., Messrs. Smith, Payne, Smith, Messrs. Coleman & Co. of Norwich, Llyod's Bank; Mr. William Whitaker, Lord Mountstephen, Messrs. W. Wharton, J. Wharton, Lewis, and Marks, the Anglo-French Exploration Co., the National and Provincial Bank, and the London Joint-Stock Bank, £250 each; Newcastle-on-Tyne, £500; Lord George Hamilton, £100; the Duke of Cambridge, £25; Lord Grimthorpe, £100; Sir George Allen, £200; Sir Ernest Cassel, £1,000.

Europe's Attitude.

An authentic rumour is abroad that General Kropotkin's scheme for the seizing of Herat, was checked when he reported everything ready, by the Czar rebuking him and declining to profit by another country's embarrassment. This, coupled with the Austrian Emperor's remark that the rag-tag of Europe sided with the Boers, has helped to reverse Continental opinion. The French Press is still goading Germany to intervene; while the German Press is occupied with re-considering our tactics.

Russia and Afghanistan.

March 4th.

It is declared at St. Petersburg that Russia contemplates no aggressive action, and does not dream of profiting by the South African entanglement, the reinforcements sent to Kushk and Askabad being merely precautions in view of a possible disturbance if the Amee dies.

The Indian Famine.

March 6th.

The Earl of Onslow, speaking in the House of Lords, said the Government highly appreciated the Famine Commission's recommendations. The present famine was unparalleled in that it had followed the previous famines so closely. The authorities were obliged to utilise the material immediately available. Railways were a mixed blessing, for they assimilated prices throughout India.

Russian Railways.

The Russian Railways Department is projecting a line either via Orenburg-Fishki or more probably via Saratov-Chirui, with a temporary terminus on the left bank of the Amu Daria.

The *Koinische Zeitung* announces the Persian Railways Company as being established in St. Petersburg, Russia, leasing one of the Persian ports on similar terms to those of the Port Arthur base.

Plague at Cape Town.

March 7th.

A Times telegram from Cape Town says that a case of plague has been discovered on board a transport from Rosario.

Plague at Calcutta.

CALCUTTA, March 7th.

There were 3,653 deaths from plague all over India during the week ending 3rd March, against 3,184 in the week preceding. The Calcutta death-rate has jumped up from 261 to 411 in the same period, although there was a diminution in the plague mortality in Bengal.

The Indian Famine.

Telegrams have been received by the Viceroy from several colonies on the subject of the Famine Fund. The Mayors of Melbourne and Brisbane have opened subscription lists. Mauritius says she will gladly help. The Governor of Ceylon promises assistance, while the Governor of Queensland announces that a proposal is on foot that the Australian Colonies should contribute from their treasures.

LONDON, March 8th.

The Famine Fund has reached twenty-four lakhs. There has been a steady rise in the numbers on relief works, Bombay and Madras reporting an increase of 65,000 persons, Ajmer and Merwara 40,000, and the Punjab and Rajputana States 25,000. The total number now in receipt of assistance is well over four and a half millions.

The Amee.

March 9th.

Reuter has received the following account of an interview that took place between the Amee Abdul Rahman and Mr. Frank Martin, at Cabul, at the end of January last. His Highness, in the course of conversation, strongly affirmed his loyalty to Great Britain, and said a Russian war with Afghanistan would mean a general rising of Islam, spreading through Central Asia. "Mussulmen," he said, "hate Russia, who could not successfully fight Afghanistan and India. Afghans would prefer death to the Russian yoke, and were always ready to fight for England in Afghanistan or India."

Adverting to the letter received from the Indian Government, denouncing His Highness, buying large quantities of war material, he resented the suspicion thereby implied.

A FRANCO-ENGLISH DIFFICULTY.

Unfortunately among the questions which remain for solution between France and England must be numbered that of the New Hebrides, as we are reminded by an article from the pen of M. Carol. The archipelago of the New Hebrides is situated at the eastern extremity of the Melanesian group, and in the immediate neighbourhood of the French colony of New Caledonia. M. Carol asserts that this archipelago belongs geographically, economically, and morally to France, and from a purely political point of view it belongs to nobody. Moreover, it would seem that the great colonies of Australia are determined that if they can help it shall not belong to France. It is true that M. Carol adduces the opinion of Mr. W. B. Dallas, formerly Premier of New South Wales, who declared openly in favour of French occupation of the New Hebrides without any restriction or conditions. But against that must be set the fact that so recently as January 25th the Conference of Australian Premiers at Sydney asserted its strong opposition to a French annexation of the archipelago. The question is in a way rendered more difficult by the presence of missionaries of both countries in the islands. M. Carol considers that at so great distance from France the protectionist regime loses all its virtue, and that New Caledonia can only achieve industrial development by free industrial intercourse with the neighbouring continent of Australia.

A schoolmaster, describing a smoky-lender, says, "He serves you in the present tense, he lends you in the conditional mood, keeps you in the subjunctive, and ruins you in the future."

ENGLAND'S DEAD.

The following fine poem by Mrs. Hemans which is not very well-known, in conjunction with the extract from the *Times* which precedes it, cannot fail to interest a large number of our readers:—

"With the co-operation of the Swedish Mission at Dundee, Major Daly neatly enclosed

a piece of ground near the Swedish Church,

where rest fifteen British soldiers, and some

Boers, who succumbed to injuries received in

the Battle of Dundee. Wooden crosses and

stone pillars mark the graves.

"The grave of General Symons in the English Church grounds is marked by a wooden cross."—*The Times*, 5th January, 1900.

ENGLAND'S DEAD.

Son of the Ocean Isle!
Where sleep your mighty Dead?
Show me what high and stately pile
Is reared o'er Glory's bed.

Go, stranger! track the deep—
Free, free, the white sail spread!

Wave may not foam, nor wild wind sweep,
Where rest not England's Dead.

On Egypt's burning plains,
By the pyramid o'er swayed,
With fearful power the noonday reigns,
And the palm tree yields no shade.

But let the angry sun
From heaven look fiercely red,
Unfeft by those whose task is done!
There slumber England's Dead.

The hurricane hath might,
Along the Indian shore,
And far by Ganges' banks at night
I heard the tiger's roar;

But let the sound roll on!
It hath no tone of dread

For those that from their tails have gone,
There slumber England's Dead.

Loud rush the torrent floods
The Western wilds among,
And free, in green Columbia's woods,
The hunter's bow is strung;

But let the floods rush on!
Let the arrow's flight be sped!

Why should they reck whose task is done?
There slumber England's Dead.

On the frozen deeps'repose,
'Tis a dark and dreadful hour,
When round the ship the icefields close,
And the northern night-clouds lower;

But let the ice drift on!
Let the cold-blue desert spread!

Their course with mast and flag is done,
Even there sleep England's Dead.

The warlike of the isles,
The men of field and wave!
Are not the rocks their funeral piles,
The seas and shores their grave?

Go, stranger! track the deep—
Free, free, the white sail spread!

Wave may not foam, nor wild wind sweep,
Where rest not England's Dead.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Armstrong, A. Lessner, Mrs. S. D.
Antes, Dr. V. Lillie, J. J.
Armar, J. Marcks, Capt.
Albert, Hope S. S. Co. Malay, L. M.
Ambel, Morrison, G. E.
Andrade, Mortimore, P.
Angelina, S. McDonald, J.
Abud, V. McDonald, P.
Alba, S. F. Maruara, K.
Aloa, Maligofo, O.
All, Marten, N. R.
Arandos, Marshall, F. R.
Allen, G. Matsuwara, J.
Abdulhoosen, McDonald Mrs.
American Tobacco Co. Buckley, J. W.
Barker, A. M. Knapp, E. R.
Bass, J. F. Marziania, B.
Brawan, R. Marziania, B. P.
Belys, M. Martin, A. H.
Bourdon, Malouf, O.
Bandon, Morrison, G. E.
Breit, H. Mortimore, P.
Brooks, W. Muñoz, Miss A.
Bliumenfeld, L. Marcowich, T.
Boogowski, Miller, R. E.
Bobu, Thubbas Mearns, Sein
Baily, Mons. Mencarina, T.
Baker, Col. N. H. Millicott, J.
Baldasini, Bhilos Mitchell, M. E.
Baron, S. McFarland, C. H.
Blake, E. Menien, Miss R.
Brown, Brothers N. P. McKinley, G.
Blake, D. H. Montfort, L.
Breed, Dr. L. M. Neil, M. G.
Bee, H. Nagisava, I.
Buggard, G. Norris, Miss A.
Buerly, J. Osada, Miss
Bansiter, R. Osuda, M.
Baker, Miss Ogden, A. C.
Brett, E. O. Osorio, S. D. A.
Brownlow, E. H. Owen, Rev. W. C.
Challorn, G. Okene, Miss M.
Colenso, R. L. Peoples, Rev. S. C.
Calder, W. Prym, F. J.
Carmen, D. M. Pulmer, W.
Clayton, G. F. Papadimos
Carada, G. Paderini, D. R.
Chung-le, W. P. Patterson & Co.
Cater, Pfeiffer, B.
Gelder, W. Probst, E.
Guning, J. B. Pettican, F.
raig, Miss E. G. Palmer, F.
Charles, Mrs. J. Placé, J. L.
Casly, M. J. Parker, A. L.
Campbell, W. E. Park, Miss M.
Ching Bit Sang Pearson, C. F.
Caygill, W. Prostorow, C. F.
Cunningh, Miss Pultman, H. A.
Campbell, Mrs. C. Pegot, B.
Chinoy, D. N. Poon Can Yau
Clark, A. F. Perrine, Rev. S. A.
Connel, J. J. Parkenstein, W. B.
Cusick, D. J. Packwood, A. T.
Casto, Bash Pino, S.
David, M. W. Pow Kee & Co.
Dirke, R. Robinson, M. E.
Davies, Capt. F. Rumbold, W.
Devaney, M. Ruppert, T. E.
Dobberke, H. H. Robertson, G.
Drydale, Miss. Robinson, T. D. V.
Dorathai, R. Rosa, Mrs.
Davison, T. G. Reid, D.
Dognobgue, Miss O. Rosa, S. B.
Downie, Mrs. D. Remedios, L. E.
Dolmou, Miss S. F. Russel, C. L. P.
Dodge, N. J. Rogers, H.
Duff, Mrs. A. Robinson, E.
Donenberg, Miss R. Riley, Miss G. C.
Durant, A. Reiley, F.
Downie, Mrs. D. Redcliff, Mrs. C. D.
Dulal, P. J. Scott, R. A.
David, J. Such, H. J.
Derrick, M. L. Siapoya, Mrs.
Duthenwich, P. Simon, J.

List of Registered Covers for Merchant Ships.

S.S. *Eolus* G. Larson.

S.S. *Eolus* T. Williams. (2)

S.S. *Chitang* Capt. Kirkwood. (2)

S.S. *Chitang* Capt. J. Vaughan.

S.S. *Clyde* J. Williams.

S.S. *Chitang* Hamilton Northcote.

S.S. *Chitang* A. Hoar.

S.S. *Dimed* J. Fleming (Baker). (2)

S.S. *Devawong* A. Nelson.

S.S. *Empress of India* Rev. W. K. McIlvren.

S.S. *Hafong* R. Macfarlane (passenger).

S.S. *Hafong* Fred. Boole.

S.S. *Nippon Maru* L. Munn.

S.S. *Oceana* James Cameron.

S.S. *Patrolus* W. L. Patten.

S.S. *Phranang* Chief Engineer.

S.S. *Purpurus* H. P. Miller.

S.S. *Sangan* J. Scott.

S.S. *Sarpedon* H. Harris.

S.S. *Talbot* D. A. Allan.

Shipping.

STEAMERS.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

"FUTAMI MARU,"

(3,800 Tons Gross, Captain J. Thom,) will be despatched for the above Port, on FRIDAY, the 30th instant, at 4 P.M.

This new Mail Steamer is specially constructed for service in the Tropics and is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers, Electric Light and Refrigerator, Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to

A. S. MIJARA, Manager.

Hongkong, 20th March, 1900. [363b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG."

Captain P. H. Rolfe, will be despatched as above on FRIDAY, the 30th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 26th March, 1900. [368b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR NINGPO.

THE Company's Steamship

"CHINKIANG."

Captain P. H. Rolfe, will be despatched as above on SATURDAY, the 31st instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 22nd March, 1900. [372b]

THE OSAKA SHILOEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU,"

Intimations.

WANTED.

A COPY of the Local "HANSARD," 1891-2.

Address—

J. J. F.
Office of This Paper

Hongkong, 10th March, 1900.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & CO.,
Bank Buildings.
Hongkong, 9th March, 1897.

DISINFECTANT

WORTH A GUINEA A BOX.

BEECHAM'S PILLS
FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AILMENTS.
ANNUAL SALE SIX MILLION BOXES.
50 Cents per Box.

Prepared only by the Proprietor—
THOMAS BEECHAM, St. Helens, England.
SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA—
WATKINS & CO.,
APOTHECARY'S HALL, 66, Queen's Road
Central, Hongkong.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours—
EVIE J. RAY, Amer. bark, Kaslen—Sander,
Wieler & Co.

NOTICE AT THE HONGKONG HOTEL.

Adams, Miss Maynard, Mr. J. Y.
Atkins, Mr. J. H. McKerrow, Mr. H.
Anderson, Mr. N. O. McLeod, Mr. & Mrs. E.
Angus, Mrs. John McRae, Mrs. J. H.
Bailey, Mr. W. S. Meissel, Capt.
Banister, Rev. H. M. Mester, Mr. T. S.
Banister, Miss Meyer, Mr. and Mrs.
Barber, Mr. J. N. C. F.
Barlow, Mr. B. J. Mitchell, Mrs.
Black, Mr. F. W. Mittenreiter, Mr. C. A.
Black, Mr. S. Montgomerie, Mrs. and
Blackburn, Com. R. N. mrs.
Bosom, Mr. Moore, Mr. W.
Brooks, Mr. F. Munro, Mr. W.
Brooks, Mrs. Murphy, Mr. E. O.
Burdorf, Mr. T. F. Neurop, Mr. Van
Butler, Mr. and Mrs. Newman, Mr. F. J.
A. H.
Butler, Miss E. Parfitt, Mr. W.
Carpenter, Mr. & Mrs. Platt, Mr. Ralph
Carpenter, Miss Platt, Miss E. G.
Carrier, Mr. H. B. Post, Mr. N.
Clark, Dr. and Mrs. F. Rasmussen, Mr. and
Clementi, Mr. C. Mrs.
Coats, Mr. C. E. Ready, Mr. and Mrs.
Dallas, Mr. and Mrs. Reeves, Mr.
Hy. Richardson, Mr. G. E.
Dawson, Comdr. and Robins, Mr. S. J.
Mrs. Pudsey Rouget, Mr.
Denroche, Mr. P. C. Ryan, R.A.M.C., Lt.
Drum, Miss Col.
Drummond, Mr. H. O. Sargood, Mr. P. R.
Folles, Mr. and Mrs. Sargood, Mr. W. E.
Glenndinning, Mr. H. Schulze, Mr. and Mrs.
Glover, Mrs. Schulze, Mrs.
Goddchaux, Mr. & Mrs. Sergeant, Mr. B. W.
Goddard, Capt. Shankland, Miss
Goldammer, Mr. Sharp, Mr. & Mrs. E. H.
Greig, Mr. and Mrs. Sias, Mr. and Mrs. C.
W. M. Simmins, Mr. H.
Griffin, Major Singh, Princesses D.
Hall, Mr. R. and maid.
Hamerly, Mr. B. F. Smythe, Mr. A. J.
Henderson, Mr. & Mrs. Hamilton
Henderson, Miss Speck, Mr. W.
Henry, Miss G. B.
Henry, Miss Sperry, Mr. and Mrs.
Henry, Mr. A. M. Sperry, Master F.
Hermann, Mr. B. Stevens, Miss.
Hodde, Mr. C. E. Stewart, Mr. E. H.
Howard, Mr. T. Taylor, Mr. B.
Hudson, Mr. E. P. Thomson, Mr. W. J.
Jenkins, Mr. J. H. Tyson, Mr. Geo.
Jeffreys, Major & Mrs. Vaughan, Mr. H. S.
Jones, Mr. W. B. Verner, Mr. L. J.
Joseph, Mr. and Mrs. Vis, Mr. Jacob
E. S. Wigham, Mr. G.
Katsch, Mr. E. A. Waldow, Mr. R.
Kinghorn, Mr. Warfield, Mr. and Mrs.
Kochler, Mrs. Weir, Mr. C. S.
Lamble, Mrs. J. E. Wheeler, Mr. E. S.
Lara, Mr. F. Whiley, Mr. & Mrs. W.
Legatt, Mr. E. C. Whiley, Miss.
Levy, Mr. L. A. Whiley, Mr. W. F. G.
Lilbau, Mr. W. Wild, Mr. and Mrs.
Loebs, Mr. Von Bagnall, Williams, Mr. & Mrs. J.
MacGowan, Mr. R. J. Wilson, Mr. W.
Macmillan, Mr. A. C. Wyles, Mr. W. S.
Mallor, Mr. Ch. Zuniga, Mr. J. M. de

NOTICE AT THE PEAK HOTEL.

Baillie, Mr. Andrew Inchbald, Mr. Chantrey
Brayne, Mr. H. F. R. John, Major G. R. St.
Brown, Colonel Kofod, Capt. F.
Bul, Mr. Ch. Lee, Mr. J. E.
Burr, Mr. P. Martin, Mr. R.
Carie, Mr. Arthur R. Mitchell, Mr. R.
Carrington, Sir John W. O'Gorman, Lt.-Col. The
Dann, Mr. G. H. O'Gorman, Madame
Dow, Mr. P. Pollock, Hon. H. E.
Druce, Mr. F. J. Haver Pryne, Capt. H. V.
Eekhoff, Mr. J. S. Reilly, Major C. W.
Forbes, Mr. A. Richmiers, Mr. Paul
Frazier, Lt.-Col. A. R. Ryan, Colonel
Geopard, Mr. H. H. Sinclair, Mr. A.
Gorges, Colonel E. H. Stokes, Mr. A. C.
Graham, Mr. D. M. Stokes, Mr. A. P.
Gros, Mr. Edward F. Thomson, Mr. O. D.
Gritter, Mr. F. D. Wardwell, Misses (2)
Hays, Mr. J. Wardwell, Miss
Hendchoper, Mr. Wheeler, Mr. G. H.
Hoffmann, Mr.

NOTICE AT THE CRAIGBURN HOTEL.

Wilson, Mr. W. A. Johnson, Rev. F. T.
Wilson, Mrs. and 2 Johnson, Mr. R. F.
daughters Volpicelli, Cassal.
Lyons, R. N. Rev. F. Volpicelli, Madams

The Share Market.

LATEST QUOTATIONS.

(March 28th.)

| Companies. | Paid up Capital. | Latest quotation. |
|--|------------------|-------------------|
| Banks. | | |
| Hongkong & Shanghai Banking Corporation. | \$125 | 318 1/2% premium |
| The Bank of China & Japan, Limited—(Preference). | \$5 | Nominal |
| The Bank of China & Japan, Limited—(Ordinary). | 4 | 1 1/2 buyers |
| The Bank of China & Japan, Limited—(Deferred). | 1 | 1 1/2 buyers |
| National Bank of China, Ltd., Do. Founders. | 8 | 82 1/2 |
| Marine Insurances. | | |
| Union Ins. Society of Canton, Ltd. | \$50 | 235 |
| China Traders' Ins. Co., Ltd. | 25 | 54 |
| North China Ins. Co., Ltd. | 25 | 170 |
| Yangtze Ins. Assoc. Ltd. | 60 | 128 |
| Canton Ins. Office, Ltd. | 50 | 130 |
| Straits Ins. Co., Ltd. | 20 | 1 |
| Fire Insurances. | | |
| Hongkong Fire Ins. Co., Ltd. | 50 | 300 |
| China Fire Ins. Co., Ltd. | 20 | 80 |
| Shipping. | | |
| Hongkong, Canton, & Macao Steamboat Co., Limited. | 15 | 30 |
| Indo-China Steam Navigation Co., Ltd. | 10 | 91 |
| China & Manila S.S. Co., Ltd. | 50 | 117 |
| Douglas Steamship Co., Ltd. | 50 | 51 |
| China Mutual S. N. Co., Ltd.—(Pref.). | 10 | 10.10 buyers |
| China Mutual S. N. Co., Ltd.—(O'ary). | 10 | 10.10 |
| China Mutual S. N. Co., Ltd.—(O'ary). | 5 | 55 |
| Star Ferry Co., Ltd. | 100 | 260 |
| Refineries. | | |
| China Sugar Refining Co., Ltd. | 100 | 135 |
| Lauau Sugar Refining Co., Ltd. | 100 | 47 |
| Mining. | | |
| Punjom Mining Co., Ltd. | 7 | 8.10 |
| Punjom Mining Preference Shares. | 1 | 1.40 |
| Société Française des Charbonnages du Tonkin. | 250 | 110 |
| Queen Mine, Ltd. | 25 | 25 |
| Jeletch Mining and Trading Co., Ltd. | 5 | 124 |
| Raub Altin Gold Mining Co., Ltd. | 100 | 60 |
| Olivers Freehold Mines, Ltd. A. | 5 | 56 |
| Olivers Freehold Mines, Ltd. B. | 45 | 55 |
| Docks, Wharves and Godowns. | | |
| Hongkong & Whampoa Dock Co., Ltd. | 125 | 171 1/2% prem. |
| Hongkong and Kowloon Wharf & Godown Co., Ltd. | 50 | 83 |
| Wanchai Warehouse & Storage Co., Ltd. | 37 | 40 |
| Lands, Hotels and Buildings. | | |
| China Provident Loan & Mortgage Co., Ltd. | 10 | 9.50 |
| Hongkong Land Investment & Agency Co., Ltd. | 50 | 127 |
| Great Eastern & Colonial Gold Mining Co., Ltd. | 5 | 20.80 |
| Cotton Mills. | | |
| Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd. | 100 | 37 |
| International Cotton Mfg. Co., Ltd. | 100 | 70 |
| Laou-kung-mow Cotton Spinning & Weaving Co., Ltd. | 100 | 73 |
| Soy Chee Cotton Spinning Co., Ltd. | 500 | 400 |
| Yahlong Cotton Spinning Co., Ltd. | 100 | 57 |
| Miscellaneous. | | |
| Green Island Cement Co., Ltd. | 10 | 30 |
| China-Borneo Co., Ltd. | 15 | 71 |
| St. A. Watson & Co., Limited. | 10 | 161 |
| Watkins, Limited. | 10 | 160 |
| Hongkong Electric Co., Limited. | 10 | 12.50 |
| Hongkong and China Gas Co., Ltd. | 10 | 135 |
| Hongkong Rope Manufacturing Co., Ltd. | 30 | 325 |
| Geo. Fenwick & Co., Ltd. | 25 | 48 |
| H'kong Ice Co., Ltd. | 25 | 165 |
| John, Major G. R. S. | 50 | 50 ex div. |
| Kofod, Capt. F. | 50 | 50 ex div. |
| Lee, Mr. C. S. | 50 | 50 ex div. |
| Leigh, Mr. E. S. | 50 | 50 ex div. |
| Whitey, Mr. & Mrs. W. | 50 | 50 ex div. |
| Whitey, Miss. | 50 | 50 ex div. |
| Wile, Mr. G. S. | 50 | 50 ex div. |
| Wylie, Mr. F. G. | 50 | 50 ex div. |
| Yan, Mr. C. S. | 50 | 50 ex div. |
| Yan, Mr. C. S. | 50 | 50 ex div. |
| Sailing Vessels. | | |
| DIRIGO, American ship, 2,615, Goodwin, 21st Mar.—New York 29th Oct.; Kerosine—Standard Oil Co. | 30 | 325 |
| EVIE J. RAY, American bark, 919, Kasien, 11th Mar.—Singapore 2nd Dec.; Timber—Sander, Wieler & Co. | 25 | 165 |
| JOHN CURIER, American ship, 1,848, Lawrence, 11th Mar.—New York 14th Sept.; Kerosine—Standard Oil Co. | 6 | 66 |
| MOBILE BAY, British bark, 1,117, James A. Boyd, 18th Mar.—Hongkong 6th Mar.; Coal—Jardine, Matheson & Co. | 50 | 50 ex div. |
| VALE OF DOON, British bark, 789, Petersen, 21st Mar.—Rajah 25th Feb.; Timber—Bell's Asbestos East. Afr. Agency Co., Ltd. | 10 | 16 |
| WARATAH, British schooner, 23, Haynes, 23rd Sept.—Takow 15th Sept.; Billast—Mr. F. W. Hall. | 1 | 1 nominal |
| HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION. | | |
| Hongkong, March 28th, 1900. | | |
| Alacrity, despatch-vessel, 1,700 tons, 10 1/2 pds. qrt. guns, 3,000 i.h.p.; Commander A. H. Smith-Darren, Hongkong. | | |
| Algerine, sloop, 1,070 tons, 4 guns, 1,500 i.h.p., Capt. J. R. Jellicoe, Hongkong. | | |
| Daphne, sloop, 1,170 tons, 6 guns, 1,500 i.h.p., Comdr. C. Winnington-Ingram, Hankow. | | |
| Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Wei-hai-wei. | | |
| Est, coast defence gunboat, 360 tons, 3 guns, 200 i.h.p.; Lieut.-Comdr. C. Chadwick, Ichang. | | |
| Fame, twin screw, torpedo-boat destroyer, 360 tons, 5,000 i.h.p.; Lieut.-Comdr. W. J. Keyes, Hongkong. | | |
| Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Capt. H. C. Dudding, Hongkong. | | |
| Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Capt. de Marrolles, en route Japan. | | |
| Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Capt. de Marrolles, en route Japan. | | |
| Desertore, 2nd class protected cruiser, 4,000 tons, 36 guns, 6,000 i.h.p., Captain Philibert, at Kwang-chow-wan. | | |
| Eure, Dispatch-transport, Capt. Vallée, at Saigon. | | |
| THE FRENCH SQUADRON. | | |
| Bengali, 2nd class dispatch-boat, Lt.-Comdr. De la Croix de Castries, at Haiphong. | | |
| Entre-les-Deux-Portes*, 1st class cruiser, 8,000 tons, 32 guns, 6,000 i.h.p., Capt. de Marrolles, en route Japan. | | |
| Kilistrong, 1,480 tons, 10 guns, 1,600 i.h.p., at Saigon. | | |
| Yamato, 1,480 tons, 10 guns, 1,600 i.h.p., at Saigon. | | |
| Chemulpo, 1,480 tons, 10 guns, 1,600 i.h.p., at Saigon. | | |
| Tenriti, 1,550 tons, 10 guns, 1,650 i.h.p., at Fusang. | | |
| Kaimon, 1,360 tons, 10 guns, 1,125 i.h.p., at Saigon. | | |
| Amagi, 1,030 tons, 13 guns, 720 i.h.p., Yokosuka. | | |
| Osshima, 640 tons, 10 guns, 1,200 i.h.p., at Sasebo. | | |
| Atakiri, 620 tons, 10 guns, 700 i.h.p., at Kobe. | | |
| Matsu, 620 tons, 10 guns, 700 i.h.p., at Kobe. | | |
| Shokaku, 1,480 tons, 10 guns, 1,600 i.h.p., at Saigon. | | |
| Surikaze, 1,300 tons, 10 guns, 1,455 i.h.p., at Saigon. | | |
| Yamato, 500 tons, 9 guns, 1,455 i.h.p., at Saigon. | | |
| Surprise, gunboat, 627 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Saigon. | | |
| *Flagship of Vice-Admiral Courcier. | | |
| THE RUSSIAN TORPEDO FLOTILLA. (SEA GOING) | | |
| Borya, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 top tubes, 1,000 i.h.p., speed 21 knots. | | |
| Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 top tubes 780 h.p., speed 22 knots. | | |
| Ussuri, Russian torpedo boat, 140 tons, | | |